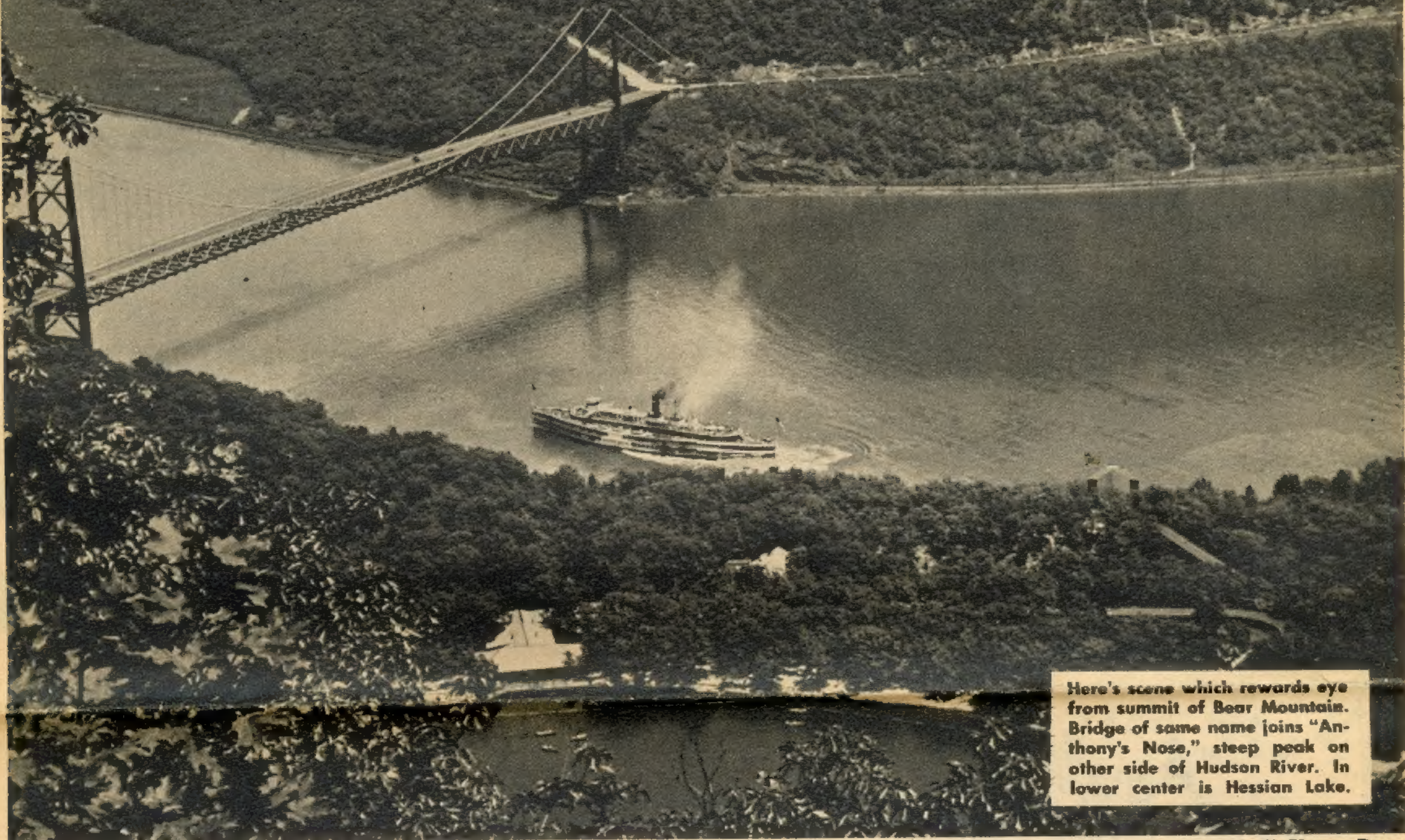


LET'S EXPLORE---

Bear Mountain--



Here's scene which rewards eye from summit of Bear Mountain. Bridge of same name joins "Anthony's Nose," steep peak on other side of Hudson River. In lower center is Hessian Lake.

Staff Photos, Dorset

Via Butler, Greenwood Lake and East Bergen

BY JOHN T. CUNNINGHAM

NATURE scorns the straight line between Port Jervis and the Hudson River which since 1834 has divided New York and New Jersey. Officials of the two states found no natural aids when they sought to fix the line—mountains, lakes, forests and rivers spread indiscriminately deep into both states. Neither could say: "These scenic wonders are ours alone."

The arbitrariness of the boundary became sharply focused in 1890 when quarrying operations threatened to destroy the Palisades. Benefiting most from the view of the rocky landmark were residents of New York City, but New Jersey legally claimed the Palisades. Demands from citizens in both states for preservation of the cliffs forced the issue and led in 1900 to formation of the Palisades Interstate Park Commission for joint control of shared natural beauty.

Today's trip through the Passaic County lakeland and over the border to sprawling Bear Mountain-Harriman Park emphasizes the fleeting character of a border which cuts through woodlands and mountains. It proves, too, the wisdom of the commission which in 48 years has expanded its control from the 1,800

acres of the New Jersey Palisades to more than 47,000 acres in both states. Inter-state geography is such that much of the park system is more readily available to Jerseyans than it is to New Yorkers. Lake Sebago in New York, for example, gets 70 per cent of its users from Jersey.

Particularly is this true of the 41,000 acres in the Harriman section, whose southwestern portion is readily reached from North Jersey. Chief lure is, of course, Bear Mountain itself and the temptation to get there quickly usually leads Union-Essex-Morris motorists to heavily-traveled Route 9W up the Hudson River. The route around Greenwood Lake and over Harriman's delightful Seven Lakes Drive, once used, is likely to replace 9W in the affections of those who appreciate reasonably quiet roads and ever-present scenery.

ROUTE 23 offers quick access to Passaic County's land of small lakes to the north and a logical start is the turn into Butler, where the heavy smell of rubber signifies the importance of the valley as a hard rubber center. Three turns in fairly quick succession must be made to leave

(Continued on Following Page)



Swimming at Tiorati, most picturesque of lakes along Harriman's Seven Lakes Drive leading to Bear Mountain. Located in wooded clearing surrounded by mountain peaks, Lake Tiorati is 1,032 feet above sea level.



"Moth ball" fleet of freighters, moored close together.

Ever-Present Scenery

(Continued from Preceding Page)

Butler: Right just over the railroad tracks, left at the intersection past the bridge, then up a short sharp hill to Glenwild avenue, the next right road.

The borough shouldn't be left without a glimpse of "The Butler Fireman," an eight-foot tall wooden fire chief who stands with impressive hauteur on the firehouse balcony, hidden from the road in Summer by trees in the park to the right as Butler is entered. Local firemen like to tell how the Newark Fire Department was fast-talked out of the chief when the Fireman's Building in Newark was demolished in 1910. They claim Newark would like back the mustachioed chief in his gilt-buttoned coat, but it's too late: His 38 years in Butler have made him "The" fireman.

From Butler all the way to Greenwood Lake the scenery is a constant reiteration of pleasant small lakes fringed with pine trees, neat cottages and rock ledges. All are private, but some especially warn of their ultra-seclusion with forbidding signs, the meaning of which is clear. The quiet road is well-surfaced and its tree-lined sides bespeak of Summer coolness. Just past Lindy's Lake the road to the left is taken. Then, at the white store in Upper Macopin, where a hand-lettered sign proclaims "Ox yokes for sale," a right turn is made for West Milford and Greenwood Lake.

DESPITE the rugged terrain, the valley beneath the Kanouse and Bearfort Mountains offered sanctuary for settlers from Germany and Holland a half-century before the Revolutionary War. Even as late as 1901 the Bearfort Mountains were no place for

the timid. A historian of that time wrote: "They are the roughest, most and most rocky in the state and the dread of explorers who seek to mount their rocky sides." West Milford was settled in 1720 and the mountains to the West took the name from the Kanouse family who arrived that year.

Appealing is the West Milford Presbyterian Church in the shadows of tall maple trees. The church bears an 1807 date and the breezes which stir in the maples, even when the rest of the valley is hot, lend emphasis to the old sign which says the church "open every day, all day, for private worship or shelter in time of storm." The first left turn after the township hall is passed is the route for the west shore of Greenwood Lake. The road bears right at the next intersection, then, as changes from macadam to concrete, a left turn is made for Greenwood Lake.

Greenwood Lake, about the same length as Lake Hopatcong although not nearly as wide, points up the shared geography of New York and New Jersey: The border line cuts almost exactly in half. A road runs all the way around the lake, although Winter left the east shore road in poor condition. The West shore road hugs the shore line most of the way to combine good driving with excellent water views.

Route 210 intersects beyond the town of Greenwood Lake with east and west bound Route 17A. Admirable valleys as viewed from high vantage points will find profitable a side trip to the left in 17A exactly ten miles to the top of Mt. Peter, where a lookout affords a remarkable panorama of farm lands. The road leads down the mountain into Greenwood Lake offers a second gift—a view nearly the length of the lake.



ABOVE: Milestone in American history is this signpost marking location of one of defenses of British fort at Stony Point which was stormed and captured by "Mad Anthony" Wayne on July 16, 1779.

BELOW: Shaded by tall maple trees is West Milford's Presbyterian Church, founded in 1807. Old signboard calls attention to fact church is open all day for rest, worship or shelter from storm.





It is a floating forest of masts and funnels on the Hudson off Tomkins Cove.

Bi-State Tour Reward

EASTWARD—to the right—in 17A the road climbs sharply for three miles, mostly through wooded regions where a few roadside clearings offer fleeting glimpses of the vales far below. At the top, a small picnic area—Sterling Park—keynotes all that is to come. In all directions woodlands range over mountains undulating with the regularity of a rolling forest-green sea. Only an occasional wisp of smoke betrays man's knowledge of this area. Otherwise, from Sterling Park, the forests look impenetrable and untouched.

Downward through the woodland dips 17A to an intersection with Route 17 at the entrance to the Harriman section. The road plunges quickly into a region which has been kept as nearly as possible in its native state and is now 95 per cent covered with hardwood and mixed forests. Broad, smooth roads cut through the woods and wind around seven of the park's 26 lakes. Most of the park is more than 1,000 feet above sea level and some rises as high as 1,400 feet.

The park centers on a gift in 1909 from the estate of the late Edward H. Harriman, railroad developer who died that year after acquiring more than 30,000 acres of forest land west of the Hudson. His widow granted the state 10,000 acres and set aside \$1,000,000 in a trust fund to administer her proposal that the area be set aside as a state park.

The Harriman gift came just in time to stop plans to move Sing Sing State Prison to the top of Bear Mountain. After the state prison commission announced plans for relocation of Sing Sing and had sent hundreds of prisoners to clear land for prison buildings, loud public protest opposed the move. Opponents argued that the area would forever lose its scenic

beauty and its historical significance. Prison work continued even after the Harriman grant, but a state appropriation of \$2,500,000 was matched by a similar sum raised by public donation and in 1910 park proponents forced abandonment of the prison work.

AFTER passing Lake Skanatati and Lake Askoti, a New Jersey memory is revived by the 1,200-foot mountain to the right, named Hasenclever after "Baron" Peter Hasenclever, who developed vast iron holdings in the Ringwood region of Passaic County before the Revolutionary War. The shaft of one of his mines is deep in the woods on the other side of the mountain.

Most picturesque of the lakes is Tiorati. It appears first from a rise in the highway, where breaks in the trees reveal wooded islands, then the road levels off to the lake shore and skirts it to the next traffic circle. Tiorati is itself 1,032 feet above sea level but mountain peaks surrounding it take away all illusion of height. Past the traffic circle is the ski tow hill, scene of brisk Winter activity, rising upward from the shores of Lake Menomoni.

The roads split around Bear Mountain and rejoin above the Inn and Bear Mountain Bridge itself. From either of the roads the summit of Bear Mountain is reached on the Perkins Memorial Drive, which affords a magnificent look over Hessian Lake and the bridge as it extends over the river to join "Anthony's Nose," steep peak across the Hudson. Northward is West Point military reservation and to the south is Iona Island, Naval stronghold during the war.

The park is geared to handle millions of visitors annually. Its picnic areas and its parking lots are

vast. All its lakes are stocked and open to the New York-licensed fisherman. Hiking trails traverse mountain peaks while around the inn sports fields readily absorb thousands of people. Lakes Tiorati and Sebago have large sand beaches for swimming and nearly all of the lakes have rowboats for rent. Automobiles are readily cleared through the park by well-marked traffic circles and patrolling policemen.

HOMEWARD-BOUND in Route 9W from Bear Mountain the highway rises rapidly to circle around the face of Dunderberg Mountain, high over the Hudson River on the left. Halfway up Dunderberg magnificent views of Bear Mountain Bridge and a vast region to the north are offered.

Downward from Dunderberg the clear view of the Hudson reveals the dozens of freighters anchored against the day when they will be salvaged or perhaps sold to regain at least in part some of the glories they knew off the shores of Okinawa or Normandy. The ships are hugged close together with their collective rigging booms forming a spiry forest. Under direction of the U. S. Maritime Commission the ships are being carefully kept as part of the Joint Chiefs of Staff emergency fleet program. Officials estimate ships which are neither sold nor scrapped could be put back in use in less than two months if the need ever arose.

The ships, the ghostliness of which makes the war seem much more than two years past, give way at the other end of the cove to the Revolutionary War battlefield of Stony Point Park. The grass-covered slopes along the highway show the obvious signs of military entrenchment. A left turn leads to the state park perpetuating the memory of the hot night of July 16, 1779, when the columns of "Mad

Anthony" Wayne crept into Stony Point to storm and capture the fort which the British thought impregnable.

ROUTE 9W can be left in Haverstraw for Route 202 homeward through Suffern and West Bergen or it can be followed all the way down the Hudson for splendid visions of the ever-broadening river. The in-between choice is Route 303, a four-laned concrete highway which veers to the right just as Hook Mountain State Park is reached. The route cuts off much of the New York City traffic and its broad surface makes traveling easy until the Bergen County line is reached. Then the four lanes of concrete narrow down to two of macadam.

Route 303 leads past an edge of Camp Shanks, the point of departure for overseas service for tens of thousands of soldiers during the war. The lost usefulness of the camp is obvious in the untended buildings on the right and on the left a huge building is collapsing. The greatest activity is in Shanks Village, the section of the camp reconverted into homes for veterans, many of whom attend colleges in New York.

The motorist heading from Route 303 southward to Routes 4 and 6 will need both a good sense of direction and a careful eye for street signs to keep from getting lost in East Bergen. Route 303 becomes Livingston street in Bergen, then flows into Knickerbocker road. In Tenafly a right turn in either Jay street or Clinton avenue will connect in Bergenfield with a direct road to either 4 or 6. The street continues straight but its name changes from Schraalenburgh road to Washington avenue and finally Teaneck road before reaching Route 6.

(Turn Page for Map of Area)

JUNE 27, 1948

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A bit of old Newark in Butler is statue of "The" fireman on balcony of the firehouse. Beside it is Police Chief A. J. Ferris.

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NEWARK SUNDAY NEWS

(Continued)

Legend

EXPLORER'S ROUTE ———

STATE HIGHWAYS —23—

CONNECTING ROADS ———

MILES

0 1 2 3 4 5

Low Wisa

BELOW: Enjoying brief stopover in picnic spot atop Sterling Park, visitors can look out on scenery like this taking in the Ramapos and Sterling Forest.



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